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January 1962

PHOTOGRAPHIC INTERPRETATION REPORT

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25X1C

MISSION **100**

13 JANUARY 1962



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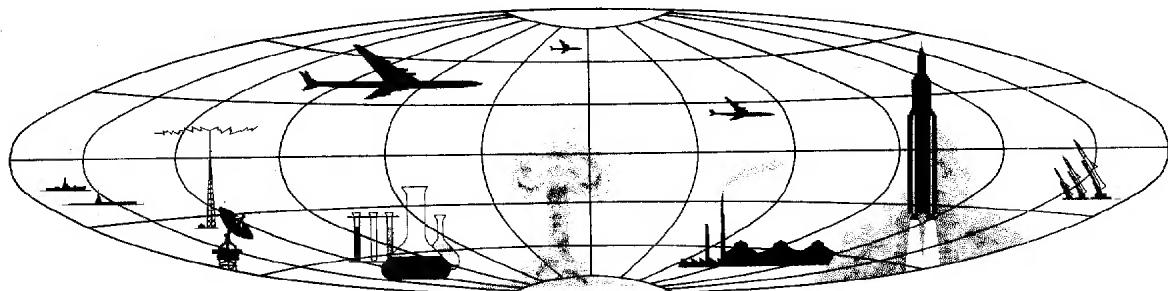


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W A R N I N G

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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

IMMEDIATE PHOTOGRAPHIC INTERPRETATION REPORT

25X1C

CHURCH DOOR MISSION [REDACTED] 100, DATE OF INFO 13 JANUARY 1962.
THE FOLLOWING INFORMATION REPRESENTS THE IMMEDIATE READOUT OF AERIAL
PHOTOGRAPHIC MATERIALS MADE AVAILABLE [REDACTED]

25X1C

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MISSILES

1. SHUANG-CHENG-TZU AREA, MISSILE LAUNCH CENTER 4107N 10017E

MISSION [REDACTED] REVEALS THE EXISTENCE OF A LARGE INSTRUMENTED
MISSILE LAUNCH CENTER, AT APPROXIMATELY 41-02N 100-17E, 50 NM NE OF
SHUANG-CHENG-TZU (SEE ATTACHMENTS 1 THROUGH 7). IT IS DISPERSED
ALONG ABOUT A 30-MILE SECTION OF THE O-CHI-NA-HO (RIVER) AND SERVED
BY A BRANCH LINE FROM THE SW WHICH PROBABLY JUNCTIONS WITH THE
URUMCHI-LAN CHOU RAIL LINE. A LARGE AIRFIELD IS LOCATED ABOUT 40
NM SOUTH OF THE CENTER (SEE ITEM ON SHUANG-CHENG-TZU AREA
AIRFIELD). LITTLE ACTIVITY WAS NOTED AT THE CENTER.

THE RANGE OF THE SURFACE-TO-SURFACE MISSILE (SSM) IS NOT APPARENT,
BUT IN THE DOWNRANGE DIRECTION (WESTWARD) IT IS APPROXIMATELY 1,150
MILES TO THE USSR BORDER.

THE CENTER IS COMPOSED OF THREE INSTRUMENTED SSM LAUNCH COMPLEXES
(ORIENTED WEST), AN INSTRUMENTED SURFACE-TO-AIR (SAM) LAUNCH AREA
(ORIENTED EAST), A LARGE MAIN SUPPORT BASE, A SUPPORT AREA IN
IMMEDIATE SUPPORT OF THE SSM COMPLEXES, A LARGE SSM AND SAM ASSEMBLY
AREA, TWO REVETTED STORAGE AREAS, AND SEVERAL SMALLER BARRACKS AND
SUPPORT AREAS. TWO LARGE COMMUNICATIONS STATIONS AND A RADAR SITE
ARE LOCATED NEAR THE SHUANG-CHENG-TZU AREA, AIRFIELD. A LARGE L-
PATTERN ELECTRONICS FACILITY IS LOCATED BETWEEN THE AIRFIELD AND THE
MAIN SUPPORT BASE.

THE THREE SSM LAUNCH COMPLEXES ARE LOCATED AT THE NORTHERN END OF THE MISSILE LAUNCH CENTER. LAUNCH COMPLEX A CONSISTS OF A SECURED LAUNCH AREA WITH TWO PADS APPROXIMATELY 200 FEET SQUARE AND A CONTROL BUNKER, A DRIVE-THROUGH CHECKOUT BUILDING, AND TWO SMALL POSSIBLE DRIVE-THROUGH STRUCTURES. THE COMPLEX APPEARS COMPLETE. LAUNCH COMPLEX B CONSISTS OF A SECURED LAUNCH AREA WITH TWO PADS UNDER CONSTRUCTION. IT HAS A STRONG RESEMBLANCE TO COMPLEX A. LAUNCH COMPLEX C CONSISTS OF A SECURED LAUNCH AREA WITH ONE PAD UNDER CONSTRUCTION AND A COMPLETED DRIVE-THROUGH BUILDING. SOUTH-EAST OF THE SSM COMPLEX SERVICE ROAD IS AN UNSECURED SSM SUPPORT FACILITY WITH ABOUT 20 STRUCTURES, INCLUDING A SMALL THERMAL POWER PLANT, FOUR PROBABLE WARHEAD STORAGE AND HANDLING BUILDINGS, AND EIGHT BARRACKS.

THE SAM FACILITIES, LOCATED IN THE CENTRAL PART OF THE LAUNCH CENTER AND ORIENTED EASTWARD, CONSIST OF A QUADRANGLE INSTRUMENTED RANGE, A CONTROL CENTER, TWO LAUNCH SITES AND ASSOCIATED PERSONNEL SUPPORT AREAS. ONE OF THE LAUNCH SITES CONTAINS SIX UNOCCUPIED LAUNCH REVETMENTS. THE OTHER SITE IS OF IDENTICAL DESIGN BUT NO REVETMENTS HAVE BEEN CONSTRUCTED.

THE MAIN SUPPORT BASE CONSISTS OF APPROXIMATELY 185 BUILDINGS INCLUDING A THERMAL POWER PLANT. IT CONTAINS WAREHOUSES AND ADMINISTRATION BUILDINGS AND MOST OF THE HOUSING FOR THE CENTER. SOME OF THE BUILDINGS ARE LARGE MULTI-WING TYPE. TO THE EAST OF THE BASE IS A LARGE RAIL-SERVED THERMAL POWER PLANT WITH TWO LARGE COOLING TOWERS AND 10 BARRACKS-TYPE BUILDINGS. SOUTHWEST OF THE BASE IS AN ABANDONED AIRFIELD AND AN OLD CONSTRUCTION MATERIALS DUMP. SOUTHEAST OF THE BASE IS ANOTHER CONSTRUCTION MATERIALS DUMP SERVED BY A RAIL SPUR. ALONG THE ACCESS ROAD TO THE SAM LAUNCH COMPLEX IS A BARRACKS AREA CONTAINING APPROXIMATELY 80 BARRACKS-TYPE BUILDINGS.

OPERATIONAL SUPPORT TO THE LAUNCH COMPLEXES IS FURNISHED BY FOUR SECURED AREAS ALONG THE ROAD TO THE RANGEHEADS. ONE AREA CONTAINS SEVEN REVETTED BUILDINGS AND IS RAIL SERVED, WITH AN ACCESS ROAD UNDER CONSTRUCTION. A SECOND AREA CONTAINS SIX REVETTED BUILDINGS, A LARGE HANDLING BUILDING ON A HARDSTAND, AND A THERMAL POWER PLANT. IT IS SERVED BY ROAD ONLY. THE THIRD AREA, AN SSM/SAM ASSEMBLY AND CHECKOUT AREA, IS BOTH ROAD AND RAIL SERVED AND APPEARS TO CONTAIN FACILITIES FOR TWO SEPARATE MISSILE SYSTEMS. THE PORTION TO THE WEST, SOUTH OF A RAIL SPUR, APPEARS ASSOCIATED WITH THE SAM SYSTEM. IT CONTAINS 22 BUILDINGS OF WHICH NINE ARE DRIVE-THROUGH. THE PORTION NORTH OF THE SPUR CONTAINS 10 BUILDINGS, INCLUDING A LARGE DRIVE-THROUGH BUILDING WHICH APPEARS SSM-RELATED. IN ADDITION, THERE ARE 18 HOUSING/ADMINISTRATION AND LOGISTICAL SUPPORT BUILDINGS, A THERMAL POWER PLANT, AND A TRANSLOADING FACILITY.

THE FOURTH AREA IS AN OPERATIONAL SUPPORT AREA WHICH IS ROAD AND

RAIL SERVED. IT CONTAINS FOUR FLAT-ROOFED BUILDINGS, ONE LONG NARROW BUILDING, AND A HANDLING BUILDING WITH AN ADJACENT APRON.

ASSOCIATED WITH BOTH RANGEHEADS ARE SEVERAL INSTRUMENTATION SITES ASSOCIATED WITH EITHER RANGEHEAD, AND LOCATED ABOUT MIDWAY BETWEEN THE SUPPORT BASE AND THE SHUANG-CHENG-TZU AREA AIRFIELD, IS A LARGE L-SHAPED INSTRUMENTATION PATTERN CONSISTING OF THREE SITES. THE SITES AT THE EXTREMITIES OF THE L EACH CONTAIN TWO BUILDINGS WITH DOMES. THE SITE AT THE VERTEX HAS 3 BUILDINGS WITH DOMES.

[REDACTED]

25X1D

25X1D

2. NAN-PING TO MA-WEI RR (2638N 11810E TO 2559N 11926E)

THE ROADBED IS IN FROM FU-CHOU TO MA-WEI. NO RAILS OR BRIDGES OBSERVED. FROM FU-CHOU WEST THE RAILROAD IS OPERATIONAL. NO MISSILE ACTIVITY IDENTIFIED IN CLOUD-FREE AREAS.

25X1D

3. LAN-CHOU TO URMUCHI RAILROAD 3603N 10341E

RAILROAD LINE APPEARS OPERATIONAL FROM LAN-CHOU TO CHANG-YEH. NO MISSILE ACTIVITY NOTED IN VISIBLE SEGMENTS. OBLIQUITY PRECLUDES FURTHER INTERPRETATION.

[REDACTED]

25X1D

25X1D

AIRFIELDS

1. SHUANG-CHENG-TZU AREA, AIRFIELD 4021N 09947E

APPROXIMATELY 40 NM SW OF THE MAIN SUPPORT BASE OF THE SHUANG-CHENG-TZU MISSILE LAUNCH CENTER.

13,500 X 270 FT NE/SW CONCRETE RUNWAY, SERVICEABLE. THE RUNWAY IS PARALLELED BY A CONCRETE TAXIWAY WITH FIVE CROSSOVER LINKS AND LONG ROAD AND FIRING-IN BUTT ARE LOCATED IN THE VICINITY OF THE TAXIWAY. SEMI-BURIED POL STORAGE AND A CONSPICUOUS AREA OF UNIDENTIFIED STORAGE COMPRISED OF RAIL-SERVED BUILDINGS ON CONCRETE APRONS IS LOCATED APPROXIMATELY 2 NM NE OF THE RUNWAY. ELECTRONICS INCLUDE A FULLY INSTRUMENTED ILS SYSTEM, TWO LARGE COMMUNICATIONS CENTERS, AND A RADAR SITE. SUPPORT BUILDINGS INCLUDE A DRIVE-THROUGH HANGAR, SEVERAL RAIL-SERVED REPAIR AND SUPPLY BUILDINGS (SOME OF WHICH ARE UNDER CONSTRUCTION), AND A LARGE HOUSING/ADMINISTRATIVE BUILDING AREA.

25X1D

25X1D

25X1D
AIRCRAFT -- 5 FAGOT, 2 BEAGLE, AND ONE COLT OBSERVED.

2. CHANG-YEH AREA, AIRFIELD U/C 3850N 10040E

11 NM ENE OF CHANG-YEH. TWO PARALLEL OFFSET CONCRETE RUNWAYS ARE UNDER CONSTRUCTION. ONE NW/SE RUNWAY APPROXIMATELY 6,900 X 190 FT NEARING COMPLETION. ONE NW/SE RUNWAY IN EARLY STAGES OF CONSTRUCTION, ESTIMATED COMPLETION LENGTH 7,800 FT. FACILITIES AND POL AREA UNDER CONSTRUCTION. COMMUNICATIONS SITE WITH AT LEAST 10 MASTS UNDER CONSTRUCTION.

AIRCRAFT -- NONE OBSERVED.

25X1D

25X1D

25X1D

3. CHANG-YEH AIRFIELD 3859N 10039E

APPROXIMATELY ONE NM EAST OF CHANG-YEH. AIRFIELD ABANDONED, RETURNED TO AGRICULTURE.

25X1D

25X1D

25X1D

4. WU-WEI AIRFIELD 3750N 10240E

7.5 NM NW OF WU-WEI. 2 PARALLEL OFFSET NW/SE CONCRETE RUNWAYS CONNECTED BY AT LEAST ONE CONCRETE CROSSOVER, PROBABLY SERVICEABLE. SCALE AND OBLIQUITY PRECLUDE MEASUREMENT. LARGE HOUSING AND SUPPORT AREA SOUTH OF THE RUNWAYS.

AIRCRAFT -- NONE OBSERVED.

25X1D

25X1D

25X1D

25X1D

5. SHAN-TAN AIRFIELD 3846N 10120E

.5 NM EAST OF SHAN-TAN. AIRFIELD ABANDONED, DRAINS AND ROAD ACROSS FORMER RUNWAY.

25X1D

6. HSI-NING AIRFIELD 3633N 10159E

4.6 NM SE OF HSI-NING. 6,860 X 230 FT NW/SE BLACKTOP RUNWAY, SERVICEABLE. POL STORAGE LOCATED JUST SOUTH OF SE END OF RUNWAY. MILITARY POST ADJACENT TO THE AIRFIELD.

25X1D

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AIRCRAFT -- NONE OBSERVED.
[REDACTED]

7. NAN-TAI AIRFIELD 2600N 11919E

3 NM SOUTH OF NAN-TAI.
6,600 X 210 FT E/W CONCRETE RUNWAY, SERVICEABLE. FACILITIES INCLUDE
29 REVETTED HARDSTANDS, TWO HANGARS, ONE SHOP, CONTROL TOWER, AND
SEVERAL BARRACKS, WAREHOUSES, AND ADMINISTRATION-TYPE BUILDINGS.
AIRCRAFT -- 22 FAGOT/FRESCO AND ONE COLT.
[REDACTED]

25X1D

COMPLEXES

LAN-CHOU COMPLEX 3607N 10329E

IDENTIFICATION ONLY. OBLIQUITY, HAZE, AND SMOKE PRECLUDE DETAILED
INTERPRETATION.
[REDACTED]

25X1D

25X1D